

Unsettled weather tonight.  
Saturday rain or snow.

NUMBER 4600.

## SMOKE CRITICS HEARD ON BILL HARD TO FIGHT

Railroad Men Get Warm Reception at Hearing Before Senate Committee on Measure to Stop Smoke of Engines in City.

The railroad officials who appeared before the Senate District Committee today to oppose the subjection of the railroads to the smoke law, got a warm reception from the committee and the representatives of citizens' associations.

The railroad men said application of the smoke law would force them to use electric locomotives, and this, they said, was utterly impossible and impracticable.

Then the members of the committee set about to show that the case really wasn't so bad.

Commissioner Macfarland said the altimore and Ohio has been doing for ten years at altimore just what is asked here. Senator Hansbrough pointed out that the Great Northern out in the Cascade mountains, and Senator Gallinger and others pointed out that the Pennsylvania and New York Central will use electric locomotives alone in their New York city tunnels and terminals. The Senators doubted whether, in view of these voluntary adoptions of the electric locomotive, it was quite candid for the railroads to urge that electrical science has not yet developed an assuredly successful electrical locomotive.

It was said by the railroad men that the adoption of electrical equipment would cost the railroads and the Washington Terminal Company at least \$2,000,000, in addition to the present great expenditure for the Washington terminals.

Commissioner Macfarland said that it had been hoped that the railroads that will use the new terminal at the Union Station would respond favorably to the efforts of the Commissioners to abate the smoke nuisance by adopting electric motors for handling the trains in the city, which, in the opinion of the Commissioners, is the only perfect means of abating the smoke nuisance. But he says the railroads responded so unfavorably that the Commissioners are forced to take up the matter in another form and advocate stringent legislation that will apply the law to railroad locomotives.

Commissioner Macfarland pointed out the effect and damage and disfigurement of public and private buildings by smoke and gases from the railroad locomotives, and said that inasmuch as the citizens operating industrial and manufacturing plants within the city had, at great expense, installed appliances to abate the smoke nuisance from their works, he thought that Congress should force the railroads to either use electric motors or other appliances on their steam locomotives that would put an end to the smoke nuisance. He said the present smoke law had been upheld by the courts, and that up to date under that law the District of Columbia has collected in fines for its violation \$12,210, ten times that amount has been spent to put in smoke preventing appliances.

### Mr. Tucker Speaks.

The railroad officials plead in answer to the suggestion that they use electric motors, that at this time such application of electricity to moving trains at the terminals and within the city is impractical. To this the Commissioners make answer that the electrification of railroads has passed the experimental stage and that it is efficient and economical.

He expressed deep regret that the railroads have shown no desire or purpose to co-operate with the Commissioners in their effort to do away with this menace to the comfort and beauty of the city and especially to keep intact in all its architectural beauty and adornment the new union station, the greatest building of its kind ever erected and the greatest municipal improvement ever secured in the city. W. H. Tucker, president of the North-east Citizens' Association, followed Mr. Macfarland. He was interrupted by Senator Whyte, who said he did not believe the railroads could possibly get into the new depot before August or September.

Mr. Tucker said his association insisted that the smoke evil should be given the fullest consideration. "There is more nuisance from the Baltimore

### THE WEATHER REPORT.

The Ohio river is still rising from Parkersburg southward, with stages ranging from one and one-half to nine and one-half feet above the flood lines. At Cincinnati this morning the stage was 33.4 feet; at Louisville, 32.7 feet; at Evansville, 32.0 feet, and at Cairo, 41.3 feet. The lower Mississippi continues its slow and steady rise, except in a few scattered localities. As rainy weather still continues there is not much prospect of relief along the Ohio river in the immediate future. Owing to further rains, warnings were issued Thursday night, at Pittsburgh, for a 23 foot stage of water by noon Friday. Owing to the frequent pressure distribution the weather will continue unsettled tonight and Saturday in the East and South, with occasional rains or snows and not much change in temperature. Steamers departing today for European ports will have light to fresh northeasterly winds, becoming variable, with occasional snows or rains, to the Grand Banks.

### TEMPERATURE

9 a. m. 33.0  
12 m. 33.0  
1 p. m. 33.0

### DOWNTOWN.

(Registered Atterick's Standard Thermometer.)  
9 a. m. 33.0  
12 m. 33.0  
1 p. m. 33.0

### SUN TABLE.

Sun sets today 5:30  
Sun rises tomorrow 7:15

### TIDE TABLE.

High tide today 11:54 p. m.  
Low tide today 6:36 a. m.  
Low tide tomorrow 6:39 a. m.

HARPERS FERRY, W. Va., Jan. 18.—Both rivers clear.

WASHINGTON, FRIDAY EVENING, JANUARY 18, 1907.

## View of Kingston From Harbor



LINSTEAD MARKET PLACE, KINGSTON.

## TROOPS ISSUE LOOMS LARGE WITH DANGER

The Brownsville controversy grows more serious in its possibilities and menaces with every day. It seriously threatens a revival of sectional and race prejudices that will bring back the conditions of reconstruction days.

The possibility, indeed, of the Federal Government undertaking to revise the task of reconstruction is fairly brought in sight by the proposal of Senator Aldrich to force an inquiry into race conditions and an investigation of the franchise laws of the Southern States. Such an inquiry would inevitably bring up anew the proposal for reducing Southern representation in Congress in the proportion in which Southern States have disfranchised their citizens.

Meantime, with all these tremendous possibilities looming larger day by day, the Administration's program of constructive, progressive legislation is at a standstill. The Senate has talked away half of a session. Half the zeal that has been devoted by leaders to this Brownsville affair, had it been given to legislative effort, might have made the session memorable. Instead, there is now threat that the situation will become worse instead of better.

### Effect of Blackburn Move.

By introducing his amendment to the Foraker substitute resolution for an inquiry into the affair at Brownsville, Senator Blackburn has put squarely before the Republican Senators the proposition of answering a roll call on the question whether the President acted in a constitutional way when he discharged three companies of the Twenty-fifth Regiment without honor. Senator Blackburn's amendment is intended to express in the resolution for an inquiry the idea that the inquiry shall not in any way question the legality and constitutionality of the President's action. This is the very question on which Republican Senators have been trying to avoid having a test of strength.

Senator Lodge early in the controversy introduced substantially such an amendment. By much negotiation the

## SPECIAL INQUIRY INTO WASHINGTON PUBLIC UTILITIES

Proposition to Have Committee Look Into Gas, Car, and Telephone Questions During the Summer.

A special commission to sit through the summer months to investigate and report on the exact situation in the District of Columbia regarding the gas, telephone, and universal transfer system situations, is the proposition that has been tentatively advanced by several members of Congress.

Those who advocate such a course argue that in the investigation of all these matters much technical knowledge must be drawn on and exhaustive research of every kind must be made before they can be treated with the careful precision necessary in framing legislation affecting them.

At present the House Committee on the District of Columbia has before it the Wiley bills and the Madden bill, demanding universal transfer in the District; the Madden bill, calling for 25 cent instead of 50 cent, and the Wiley bill, demanding a sweeping investigation

## MORE SALARY FOR MEMBERS; HOUSE VOTES

The members of the House voted today to increase the salaries of Representatives and Senators from \$5,000 to \$7,500 per annum. Furthermore, they did it without having a roll call and putting themselves on record as favoring this additional expenditure of Government money.

They turned the trick by a standing vote, and when Mr. Gillespie, of Texas, asked for a roll call on the increase, not enough members, either Republicans or Democrats, rose to their feet to make the roll call necessary.

As soon as the House convened today Mr. Littauer, of New York, the champion of increase, called up the legislative bill, and asked that the House insist on its provision that the Speaker, Vice President and members of the Cab-

inet, receive \$12,000 per annum and insist that members of Congress be paid \$7,500.

After a brief discussion, Mr. Littauer's motion was adopted, 123 to 82. This means that the House conferees will have the task of persuading the Senate conferees to include the proposed increase in the bill which is now in conference.

### BURTON-DUBUELL SUIT ADJOURNED TILL MONDAY

Robert Burton, who, with George A. Dubuelt, of Baltimore, is suing Senator Elkins of West Virginia for \$500,000, alleged to be due them for services rendered the Senator in securing control of the Western Maryland Railroad Company, had not concluded his testimony, when the court adjourned last evening until Monday at 10 a. m. Mr. Burton will resume the stand on Monday.

### LACOPPIDON ON BAIL FOR BRAXTON'S DEATH

J. B. Lacoppidon, who was held by the coroner's jury in connection with the death of Felix Braxton, in the Baltimore and Ohio railroad yard, was released by Justice Stafford on bail in the sum of \$2,000. The amount of the bail was fixed by the District Attorney. The case will be presented to the grand jury in a few days.

## KINGSTON IS SLIDING INTO SEA

HAVANA, Jan. 18.—A wireless message received by the cruiser Columbia here, from Admiral Evans, says that "the whole coast line of Jamaica has been changed by a huge tidal wave. No bay has been left. The whole coast line is sinking, and the entire south side of Kingston is under water."

Its Harbor Already  
Gone, City Soon  
May Follow.

Other Sections of  
Island Swept  
by Wave.

Death List Grows;  
All Ships Are  
Hospitals.

HOLLAND BAY, Jamaica, Jan. 18.—A new disaster has overtaken the island.

Following the tremendous upheaval of the ocean bed, the shock of which piled Kingston with ruins, a gigantic wave swept the Jamaican coast.

Undermined by this overwhelming rush of waters, the shores of Kingston harbor are sinking, and there is terror lest the city slide into the sea. The sinking, it is said, is not confined to the city shore, but has affected the whole floor of the harbor.

Part of the town of Port Royal has sunk and two men were drowned. The batteries sank eight feet, killing a sapper. In several places the water is spouting through the debris.

The topography of the country has been changed and the navigation channel into this harbor materially altered. The Plum Point and Port Royal light-houses are both at the bottom of the harbor.

The wharves along the city front which were not destroyed by earthquake or fire have, tumbled into the sea or fallen to pieces.

### Telegraph Offices Burned.

Governor Swettenham has sent a dispatch through this place to the colonial office, London, that the direct cable line from Kingston is broken three miles off the coast. Both the telegraph offices are burned.

The principal point of impact of the tidal wave was Annotta Bay, on the north coast.

Port Antonio, on the north side of the island, suffered little damage. The Hotel Titchfield, with a hundred American guests, was not destroyed.

The shock was severe at Richmond, and this town also was damaged by fire. Spanish Town also was damaged. One man was killed and ten injured there.

Appeals have been sent to all sections of the island, asking for assistance. Foodstuffs are needed above all things.

The American battleships Missouri and Indiana have arrived in the harbor and American officers and sailors are standing by to render aid.

### All Ships Hospitals.

The ships in the harbor are crowded with injured people, and the death toll is being increased daily. Corpses lie in the streets or are being thrown into trenches. A German steamer called in here on her way from Cuba and failed again after staying in port one hour.

The lines of the Haiti Cable Company and the Direct West Indian Cable Company are broken two miles out at sea. Repairs are being made. The West India and Panama line is working from Holland Bay.

The railroad workshops have been demolished, but train service has been resumed.

The offices of the Kingston newspapers have been wrecked. There is no communication with Kingston. The telegraph lines having been broken yesterday afternoon.

### Smoldering Ruins.

The whole town of Kingston has been destroyed, and there is nothing left of the once beautiful city but great piles of smoldering ruins.

It is thought that the earthquake originated at Annotta Bay, where the crater of an extinct volcano is reported to be throwing up flames and smoke.

Thirty-five out of a total of fifty city employes in a tourist bureau were killed.

Many bodies in a state of decomposition or charred beyond recognition had to be buried.

The dangers of famine and pestilence are increasing. There is urgent need of supplies of all kinds.

The fearful extent of the appalling calamity that has visited the city has not yet been recorded, and it is doubtful if even the people there themselves are yet aware of the full extent of the disaster that overwhelmed them.

### Medical Aid Limited.

Medical assistance is limited, owing to the deaths of several doctors. There have been a number of other shocks since the first disastrous one and the repetitions keep the people in a state of terror.

Kingston was threatened with a rainstorm this morning, but at the hour of sending out this dispatch the weather is clearing.

The body of Sir James Ferguson was